



**McHENRY COUNTY 2040
LONG RANGE
Transportation Plan**

Bicycle and Pedestrian Plan

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Principal Transportation Planner

McHenry County Subregional Bicycle Plan



Prepared by Nancy Baker and Darren Henderson, McHenry County Highway Department Planning Liaison, and the McHenry County Bicycle Plan Advisory Committee

Prepared for the Chicago Area Transportation Study and the McHenry County Council of Mayors
June 1996

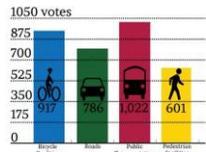
Emphasis on Public Involvement



The McHenry County Board of Supervisors is pleased to announce the release of the McHenry County Bicycle and Pedestrian Plan. This plan is a result of a public process that included a public hearing, a public comment period, and a public display. The plan is available for review at the following locations:

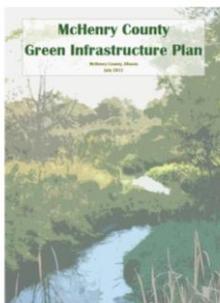
McHenry County Board of Supervisors
100 N. State St., McHenry, IL 60051
Phone: 815.398.2200
Fax: 815.398.2201
Website: www.mchenrycounty.org

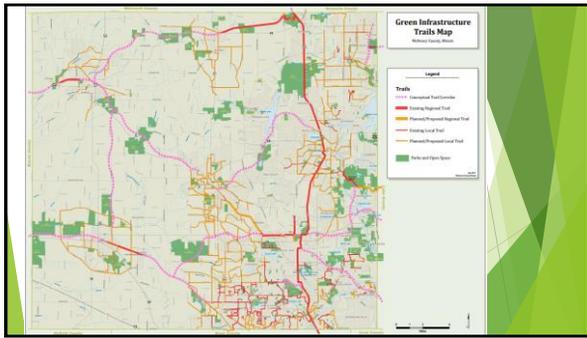
UWP Grant



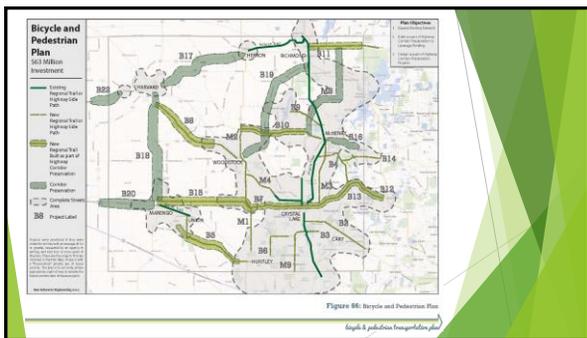
The Problem:











US 14 Bike Path Missing Connection

- ▶ MCDOT was approached by the McHenry County Bicycle Advocates with concerns about a gap in the trail network along U.S. 14.
- ▶ IDOT, as part of the U.S. 14 widening project, is installing a multi-use path connecting Crystal Lake and Woodstock. However, the project limits end 1,200 feet from an existing bike trail in Woodstock.
- ▶ Therefore, bicyclists and pedestrians would be forced to use the shoulder of U.S. 14 (speed limit 55 MPH) for a time in order to complete their journey, creating safety concerns and likely limiting the usage of the new trail.

US 14 Bike Path Missing Connection

Missing connection on Multi-use Path along Rt14 in Woodstock, IL per the current ROOT plan.



Bicycle/Pedestrian Accommodations as a Substitute for MCRide Dial-a-Ride

- ▶ MCRide is currently providing over 9,000 trips per month, and over 3,000 of them are for "general public" riders (under 60 and with out a disability).
- ▶ Of these GP trips, a sizable amount of them are for trips under 1 mile.
- ▶ It's not surprising people are riding transit such short distances instead of walking or riding their bike - most major destinations are in areas without sidewalks and along high-speed arterials.
- ▶ We even have some data to suggest that able-bodied individuals are riding transit to get from one side of the street to the other because there is not a safe place to cross on foot.
- ▶ Shifting these trips from the expensive dial-a-ride service (\$16/trip) to non-motorized modes of transportation (free or low-cost) has the potential to save the individual and the County significant amounts of money, saying nothing of the health benefits of walking or biking.

